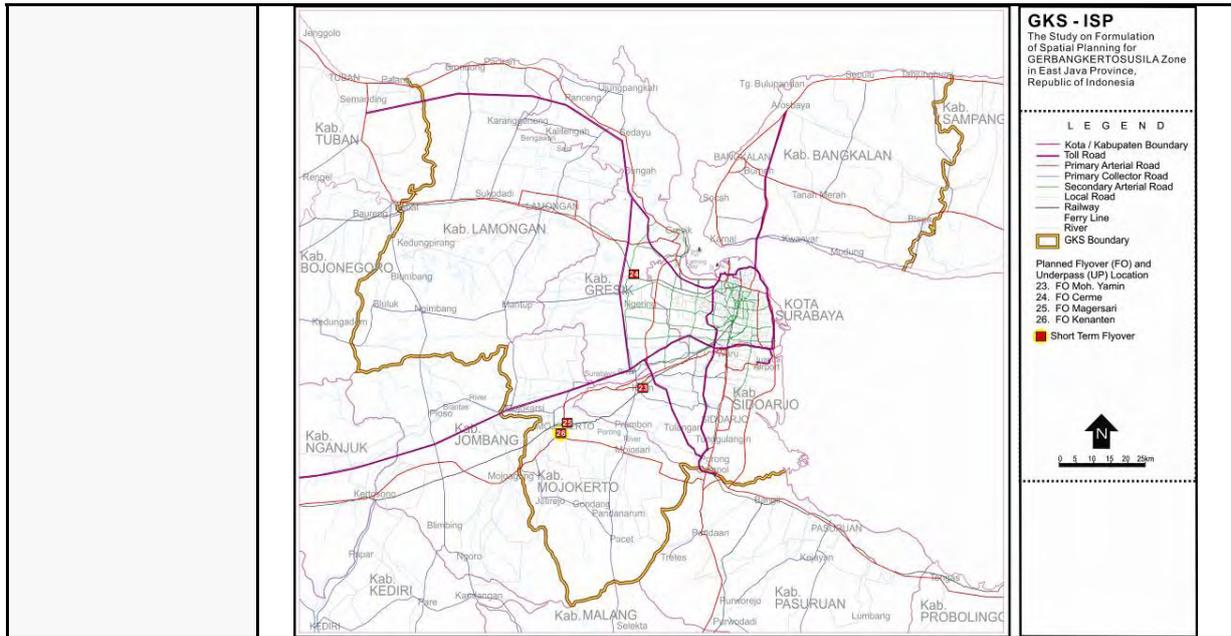


Profile of Priority Project

No. 33

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies	
R18	Flyover/Underpass Development	TA.FA	34,039	PU Bina Marga	PU Bina Marga Kota/Kabupaten	
Project Description				Expected Beneficiaries		
Main Objectives	<ul style="list-style-type: none"> - To improve existing road intersections or at-grade railway crossings - To increase road capacity - To ensuring traffic safety - To reduce emission of gas - To save travel time 			GKS Citizen and Industry		
Sub-projects Components	Short-term development: 16 locations			Time Required for Completion		
	Medium-term development: 10 locations			Preparatory	1 year	
				Main Work	4 years	
				Expected Years	2020 (2015 for short term)	
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies		
	Economic & Logistic	Industrial Development		Railway Development		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}		
	C	B		C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}		
	C	B		C		
Environmental Key Issue						
Project Location, Project Concept, Scheme, or Drawings					GKS - ISP The Study on Formulation of Spatial Planning for GERBANGKERTOSUSILA Zone in East Java Province, Republic of Indonesia	
					LEGEND Kota / Kabupaten Boundary Toll Road Primary Arterial Road Primary Collector Road Secondary Arterial Road Local Road Railway Ferry Line Planned Flyover (FO) and Underpass (UP) Location 1. FO Kengiran 2. FO Kapasan 3. FO Tambak Oso Wilangan 4. FO Pasar Kembang 5. FO Ngaglik 6. UP Pandegling 7. FO Jagri Wonokromo 8. FO Kusuma Bangsa 9. UP Bangawan 10. UP Diponegoro 11. UP Wonokromo 12. FO Wonokromo 13. FO Bundaran Satelit 14. UP Bundaran Satelit 15. FO Margorejo 16. FO Jemursari 17. FO Bundaran Waru 18. FO Alas Waru 19. FO Bungurasih 20. FO Gedangan 21. FO Medaeng 22. FO Kletek Short Term Flyover	

Profile of Priority Project



Profile of Priority Project

ID	FORM	CORRIDOR	FO / UP Name	Main Roads	Crossing Roads	Remarks	Traffic regulation	Number Of lanes	Related Road Projects	Dev. Term
1	FO	W-E	Kenjeran	Kenjeran	Purwo Agung Wetan	To reduce traffic congestion of traffic to/from Suramadu Bridge	2 ways	4	R1b, R6a	Short
2	FO	E-W	Kapasari	Kapasari	Railway at grade	To reduce congestion of at-grade railway crossing (if freight line is to be elevated in the FS of railway development, FO will not be necessary.)	2 ways	4	R1b, W4	Medium
3	FO	E-W	Tambak Osong Wilangun	Tambak Osong Wilangun	Railway at grade	To reduce traffic congestion of at-grade railway crossing	2 ways	4	R1b, W6	Medium
4	FO	N-S	Pasar Kembang	Pasar Kembang	Pandegiling - Banyu Urip	To reduce traffic congestion at continuous intersections of Jl. Kartini, Jl. Banyu Urip, an Jl. Pandegiling	2 ways	4	R1S	Short
5	FO	E-W	Ngaglik	Ngaglik	Railway at grade and viaduct	To reduce congestion of at-grade railway crossing (if freight line is to be elevated in the FS of railway development, FO will not be necessary.)	1 way	2	R1a, W4	Medium
6	UP	W-E	Pandegiling	Pandegiling	Urip Sumoharjo Intersection	To reduce traffic congestion at Pandegiling - Urip Sumoharjo Intersection	2 ways	2	R1b, W10, W11	Short
7	FO	W-E	Jagir Wonokromo - Joyoboyo	Jagir Wonokromo - Joyoboyo	Jalan Stasiun Wonokromo, Wonokromo, and railway (at grade)	Crossing Jalan Stasiun Wonokromo and Wonokromo to get West - East corridor connected	2 ways	4	R3a, R5c, W4, W10	Short
8	FO	N-E	Kusuma Bangsa	Prof. Dr. Moestopo	Gerbang and railway (at grade)	Reconstruction of the existing road bridge (due to higher clearance requirement for railway electrification) adding another FO to accommodate traffic from Kusuma Bangsa going to Prof. Dr. Moestopo	1 way (From north)	1	R5c, W4	Medium
9	UP	E-W	Bengawan	Bengawan	Jalan Raya Darmo	To get East-West Corridor directly connected	2 ways	2	R4b, W10, W11	Medium
10	UP	N-S	Diponegoro	Diponegoro	Bottle neck	To reduce traffic congestion in the major intersection	1 way	2	R5, W10	Short
11	UP	N-S	Wonokromo	A. Yani	Railway at grade	To reduce traffic congestion of at-grade railway crossing	2 ways	4	R5c, W4	Medium
12	FO	N-S	Wonokromo or Mayangkara	A. Yani	Jalan Stasiun Wonokromo	Duplicate of the existing FO for road widening	2 ways	2	R5c, W10	Short
13	FO	N-S	Bundaran Satelit	Abdul Wahab Siamin	Raya Mayjenu, Sungkono	To get Dukuh Kupang Barat and Abdul Wahab Siamin connected as N-S corridor	2 ways	4	R5a, R3a, W11	Medium
14	UP	E-W	Bundaran Satelit	Raya Mayjenu, Sungkono	-	To reduce traffic congestion entering Bundaran Satelit from Jl. Raya Mayjenu, Sungkono (right turn movement)	1 way (From east)	1	R5a, R3a, W11	Short
15	FO	N-S	Margorejo	A. Yani	Margorejo Indah	To reduce traffic congestion entering Bundaran Satelit from Jl. Raya Mayjenu, Sungkono (straight movement)	1 way (From east)	1	R5c, W10	Short
16	FO	N-S	Jemursari	A. Yani	Jemursari	Crossing Margorejo intersection to accommodate straight traffic along N-S corridor	2 ways	6	R1b, R5c	Short
17	FO	N-S	Bundaran Waru	A. Yani	Bundaran Waru	Crossing Bundaran Jemursari to reduce congestion caused by heavy U turn traffic	2 ways	6	R5c, R17	Short
18	FO	N-E	Alas Waru	A. Yani	Alas Waru	To avoid traffic congestion at grade Bundaran Waru to accommodate straight traffic along N-S corridor	2 ways	6	R5c, R8	Short
19	FO	N-S	Bungurash	Letjen S. Parman	Bungurash T section	To increase accessibility to the entrance of Juanda toll Road	1 way (From North)	1	R5c	Short
20	FO	N-S	Gedangan	Gedangan Raya	Kyai Haji Mulkimin - Ketajen Raya	Duplicate of existing FO to accommodate straight traffic along N-S corridor	2 ways	4	R5c, B1, R8	Short
21	FO	W-E	Medaeng	Let. Jend. Sutopo	-	To reduce congestion at Gedangan Intersection to accommodate straight traffic along N-S corridor	2 ways	4	R52, R5c	Short
22	FO	N-S	Kletek	Raya Kletek	Kletek Intersection	To improve access to/from PIA. (Pasar Induk Agrobisnis) terminal	1 way (From West)	1	R8, B1	Short
23	FO	N-S	Moh. Yamin	Raya Moh. Yamin	Railway at grade	To reduce traffic congestion of at-grade railway crossing	2 ways	4	R12	Short
24	FO	N-S	Cerme	Raya Cerme	Railway at grade	To reduce traffic congestion of at-grade railway crossing	2 ways	2	R51, W8	Medium
25	FO	N-S	Magersari	Mojokerto By Pass	Railway at grade	To reduce traffic congestion of at-grade railway crossing on primary arterial road (Mojokerto Bypass)	2 ways	2	R5, W5	Medium
26	FO	N-S	Kenanten	Mojokerto By Pass	Railway at grade	To reduce traffic congestion of the major intersection of two national roads (Mojokerto Bypass)	2 ways	2	R4a, W8, R4a, R10b	Short

Notes:

1. **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
2. Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 34

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
RG2	Secondary Arterial Road Development	TA.FA	428,493	PU Bina Marga Kab. Gresik	Kab. Gresik
Project Description				Expected Beneficiaries	
Main Objectives	This secondary arterial road is planned as a ring road for Gresik City (SMA Level Center).			GKS Citizen and Industry	
Sub-projects Components	SA-14 (Gresik Ring Road-), Widening, Length = 20.48 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Logistics and Economy	Ring Road of Kota Gresik	Freight Road Network		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	C	B	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	C	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

- ¹: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ²: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 35

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R6	Primary Arterial Road Development	TA,FA	678,252	PU Bina Marga	Kab. Bangkalan
Project Description				Expected Beneficiaries	
Main Objectives	Function of this primary arterial road is to accommodate the traffic along the north coastal line inside Kabupaten Bangkalan. Along this road, there are some port developments in Socah (Kabupaten Sub-Center), Tg. Bulu Pandan (GKS Sub-Center) and Tg. Bumi (GKS Sub-Center). Main development along this package is to support the industrial activities.			GKS Citizen and Industry	
Sub-projects Components	PA-02 (Kamal-Tanjung Bumi), Widening, Length = 59.36 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Madura North Coast, Industrial and Port Development		Freight Road Network	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

*1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

*2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 36

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R8t	Toll Road Development	TA.FA	702,161	PU Bina Marga	Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This toll road will mainly serve traffic in the east of Surabaya, connecting Juanda Airport, SERR, and Outer East Ring Road with existing Surabaya-Gempol Toll Road and Surabaya-Mojokerto Toll Road. It is planned to be widened from 4 to 6 lanes. This package is also supported by a frontage road that will have been planned in previous term of development.			GKS Citizen and Industry	
Sub-projects Components	TR-12 (Waru-Juanda), Widening, Length = 8.28 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
				Expected Years	2030
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Access Road to Juanda Airport		SERR (R8at)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

- ^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 37

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R9t	Toll Road Development	TA.FA	2,034,983	PU Bina Marga	Kab. Gresik and Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This is a north-south toll road development which is planned between north Gresik and Krian connecting Surabaya - Gresik Toll Road and Surabaya - Mojokerto Toll Road that will have been constructed by the long term. This toll road will also support the new port development in the north of Kabupaten Gresik and Lamongan, residential development in Driyorejo/Krian, industrial estate in Wringinanom, and industrial recycle park in the south of Kabupaten Gresik.			GKS Citizen and Industry	
Sub-projects Components	TR-07 (Outer Ring Road (Manyar - Legundi), New Construction, Length = 33.36 Km			Time Required for Completion	
	TR-09 (Krian-Porong), New Construction, Length = 23.63 Km			Preparatory	1 year
				Main Work	5 years
			Expected Years	2030	
Rationales	Relevance to GKS 2030 Visions		Related to Key Planning Issues		Relevance to Existing Policies
	Logistics and Economy		Freight Network		Arterial Road Development (R9), GKS and Kab. Sub-Center
Private Sector Engagement	PPP ^{*2}		Communities Involvement ^{*2}		Other Parties ^{*2}
	B		C		C
External Supports	Technical Assistance ^{*2}		Financial Assistance ^{*2}		Other Supports ^{*2}
	C		B		C
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

*1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

*2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 38

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R10a	Primary Collector Road Development	TA.FA	742,229	PU Bina Marga East Java Provincial	Kab. Lamongan & Kab. Mojokerto
Project Description				Expected Beneficiaries	
Main Objectives	This is an existing provincial road with a function as primary collector road. The road is very narrow, sometimes less than 4.0 meters. Since this road connects GKS Sub-Center of Sedayu and GKS Kabupaten centers of Lamongan and Mojokerto, it is necessary to be widened to meet future traffic demand. Road length is 65 kilometers.			GKS Citizen and Industry	
Sub-projects Components	PC-07 (Lamongan-Mojokerto), Widening, Length = 44.25 Km			Time Required for Completion	
	PC-10 (Deket-Sambipondok), Widening, Length = 20.71 Km			Preparatory	1 year
				Main Work	4
			Expected Years	2030	
Rationales	Relevance to GKS 2030 Visions		Related to Key Planning Issues		Relevance to Existing Policies
	Logistics and Economy		Trans GKS Corridor		Kab & GKS Sub-Center
Private Sector Engagement	PPP ^{*2}		Communities Involvement ^{*2}		Other Parties ^{*2}
	C		B		C
External Supports	Technical Assistance ^{*2}		Financial Assistance ^{*2}		Other Supports ^{*2}
	C		B		C
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 39

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
RB1	Primary Collector Road Development	TA,FA	909,827	PU Bina Marga East Java Province	Kab. Bangkalan
Project Description				Expected Beneficiaries	
Main Objectives	These roads are planned to accommodate the north-south traffic between the two primary arterial roads in Kabupaten Bangkalan.			GKS Citizen and Industry	
Sub-projects Components	PC-05 (Tg. Bumi-Blega), Widening, Length = 28.07 Km			Time Required for Completion	
	PC-06 (Sepulu-Tana Merah), Widening, Length = 25.01 Km			Preparatory	1 year
				Main Work	4
				Expected Years	2030
Rationales	Relevance to GKS 2030 Visions		Related to Key Planning Issues		Relevance to Existing Policies
	Logistics and Economy		Madura North Coast Port Development		Arterial Road Development (R6 & R7)
Private Sector Engagement	PPP ^{*2}		Communities Involvement ^{*2}		Other Parties ^{*2}
	C		B		C
External Supports	Technical Assistance ^{*2}		Financial Assistance ^{*2}		Other Supports ^{*2}
	C		B		C
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 40

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
RG1	Primary Collector Road Development	TA.FA	462,001	PU Bina Marga East Java Province	Kab. Gresik
Project Description				Expected Beneficiaries	
Main Objectives	These primary collector roads are planned to connect the new Sedayu-Gresik industrial estate and private port (GKS sub-center) with the primary arterial road and toll road connecting Tuban and Surabaya. These roads are also planned to support the development of agricultural area in the north of Kabupaten Gresik.			GKS Citizen and Industry	
Sub-projects Components	PC-21 (Campurrejo-Golokan), Widening, Length = 21.06 Km			Time Required for Completion	
	PC-22 (Banyu Urip-Sekapuk), Widening, Length = 5.89 Km			Preparatory	1 year
				Main Work	4 years
			Expected Years	2030	
Rationales	Relevance to GKS 2030 Visions		Related to Key Planning Issues		Relevance to Existing Policies
	Logistics and Economy		Industrial and Port Development		Arterial Road Development(R1)
Private Sector Engagement	PPP ^{*2}		Communities Involvement ^{*2}		Other Parties ^{*2}
	C		B		C
External Supports	Technical Assistance ^{*2}		Financial Assistance ^{*2}		Other Supports ^{*2}
	C		B		C
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 41

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
RL1	Primary Collector Road Development	TA,FA	569,090	PU Bina Marga East Java Province	Kab. Lamongan and Kab. Gresik
Project Description				Expected Beneficiaries	
Main Objectives	This is a narrow Kabupaten road (3.5 to 4.0 meter width) now to connect Lamongan and Sedayu on the north coast. These roads need to be widened and upgraded to primary collector road to support the industrial and agricultural development planned in this area. These roads may also serve as an access road to a second airport planned in GKS.			GKS Citizen and Industry	
Sub-projects Components	PC-19 (Banjarwati-Sukodadi), Widening, Length = 28.22 Km			Time Required for Completion	
	PC-20 (Sawao-Lasem), Widening, Length = 14.39 Km			Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Green and Economy	Industrial and Agriculture Development, Second Airport Development		Arterial Road Development (R1& R2)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

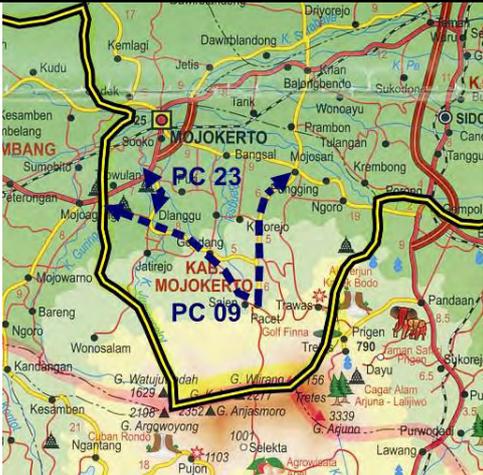
Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 42

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
RM1	Primary Collector Road Development	TA,FA	571,935	PU Bina Marga East Java Province	Kab. Mojokerto
Project Description				Expected Beneficiaries	
Main Objectives	These are currently primary collector roads supporting the tourism sites in Kabupaten Mojokerto, especially in Kecamatan Trowulan and Kecamatan Pacet. These roads are also used as transportation of construction material in this region. Thus, road widening and betterment of the pavement is necessary to support the development in the region.			GKS Citizen and Tourist	
Sub-projects Components	PC-09 (Mojosari-Trowulan), Widening, Length = 41.63 Km			Time Required for Completion	
	PC-23 (Sooko-Jatirejo), Widening, Length = 5.62 Km			Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Green and Economy	Tourism Development		Arterial Road Development (R10b)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

*1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

*2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No.43

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
RS1	Primary Collector Road Development	TA.FA	181,258	PU Bina Marga East Java Province	Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This road is planned as a primary collector road connecting Krian and Sidoarjo. It will also improve the accessibility of agricultural development in the west of Kabupaten Sidoarjo.			GKS Citizen and Agriculture	
Sub-projects Components	PC-13 (Krian-Sidoarjo IC), Widening, Length = 15.86 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
	Expected Years	2030			
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Green and Economy	Agricultural Development		SMA Sub-Center and SMA Level Center	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

- ^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 44

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
RS2	Primary Collector Road Development	TA,FA	316,862	PU Bina Marga East Java Province	Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This road is planned to support the new town development in Kecamatan Sukodono. It will also serve as an alternative access road connecting Krian and Sidoarjo.			GKS Citizen	
Sub-projects Components	PC-15 (Krian-Gedangan), New Construction and Widening, Length = 16.69 Km			Time Required for Completion	
	PC-16 (Keboan Anom-Jl. Raya Gedangan), Widening, Length = 1.79 Km			Preparatory	1 year
				Main Work	4 years
			Expected Years	2030	
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Economy	Housing Development		SMA Sub-Center and SMA Level Center	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

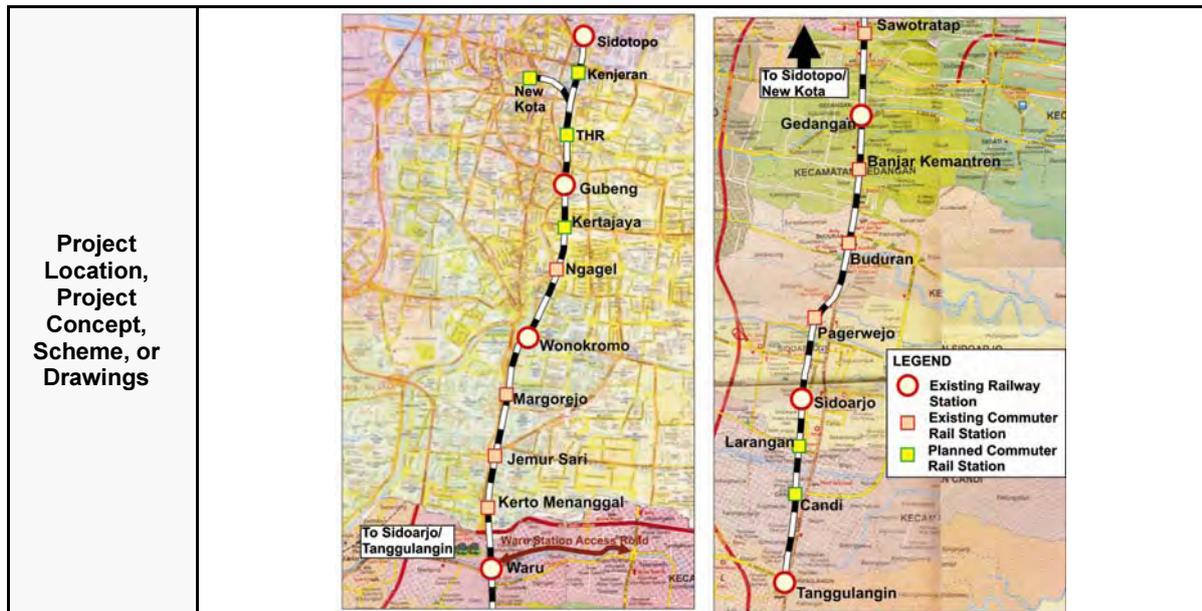
- ^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 45

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W1	Commuter Railway Development	TA.FA	90,548	Ministry of Transportation	PT. KA, Kota Surabaya & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	The existing PT. KA railway network and system should be improved to enhance the traffic capacity and the convenience for commuters, especially focusing on Surabaya-Sidoarjo corridor.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Elevated structure (29.9 km) between Kota/Sidotopo – Tanggulangin. Double tracking Electrification Automatic signaling system (center development at Gubeng Station) Total length : 33.16 km Waru station access road development (2.9 km) Train depot development at Sidotopo Station Purchase of Electric Train Cars (32 Cars) Development of centralized signal substation at Gubeng Station 			Time Required for Completion	
				Preparatory	1 year
				Main Work	6 years
				Expected Years	2018
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Improvement of existing PT. KA Railway	Juanda Railway Link (W2)		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	B	C		
Environmental Key Issue					

Profile of Priority Project



Notes:

- ¹: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ²: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 46

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W2	Commuter Railway Development	TA,FA	27,546	Ministry of Transportation	PT. KA, Kab. Sidoarjo & Angkasa Pura I
Project Description				Expected Beneficiaries	
Main Objectives	Construction of an elevated airport railway link that will enable direct operation from Gubeng/Kota/Sidotopo station using the renovated existing line (W1) for high service frequency, punctuality, speed, comfort, affordable and consistent fare system.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Elevated structure between Sawotratap – Juanda. Two intermediate stations (Pabean and Sedati Agung) Double tracking Electrification Total length : 7.50 km Purchase of Electric Train Cars (32 Cars for both W1 and W2) 			Time Required for Completion	
				Preparatory	1 year
				Main Work	6 years
Expected Years	2018				
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	New Railway Link	Elevated Railway (W1)		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

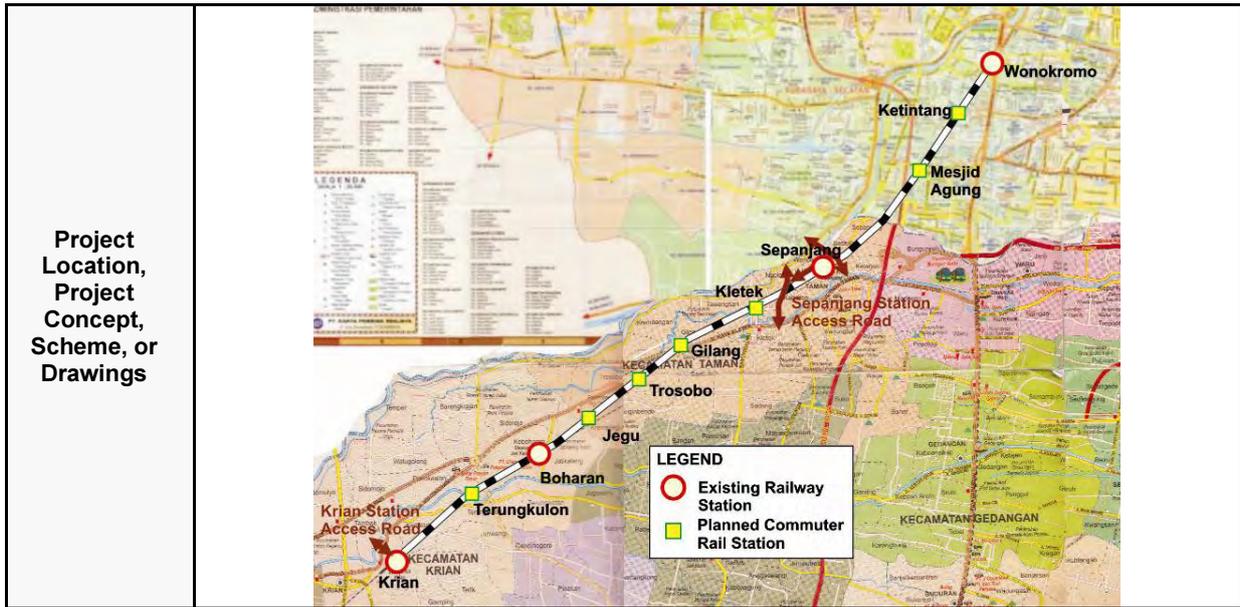
^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 47

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W3	Commuter Railway Development	TA.FA	29,948	Ministry of Transportation	PT. KA, Kab. Sidoarjo & Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	The existing PT. KA railway network and system should be improved to enhance the traffic capacity and the convenience for commuters, especially focusing on Surabaya-Mojokerto corridor after developing Surabaya-Sidoarjo corridor (W1).			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Partially elevated structure (4.25 km) between Wonokromo – Krian. Double tracking Electrification Automatic signaling system (center development at Sepanjang Station) Total length : 20.97 km Sepanjang station access road development (2.34 km) Krian station access road development (0.50 km) Purchase of Electric Train Cars (31 Cars) 			Time Required for Completion	
				Preparatory	1 year
				Main Work	5 years
				Expected Years	2020
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Improvement of existing PT. KA Railway		Improvement of Su-Mo Commuter Service	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	B	B		C	
Environmental Key Issue					

Profile of Priority Project



Notes:

- *1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- *2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 48

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W4	Commuter Railway Development	TA.FA	20,557	Ministry of Transportation	PT. KA & Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	Direct railway line through Pasar Turi, New Kota, and Gubeng stations should be implemented by connecting the railway tracks near Kota station, to improve frequency and travel time.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Elevated structure between New Kota – Ps. Turi. Double tracking Electrification Total length : 1.41 km Automatic signaling system (center development at Ps. Turi Station) 			Time Required for Completion	
				Preparatory	1 year
				Main Work	5 years
Expected Years	2020				
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Connection on the missing railway link	Development of Surabaya – Sidoarjo corridor (W1)		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 49

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W5	Commuter Railway Development	TA,FA	40,228	Ministry of Transportation	PT. KA, Kota Surabaya & Kab. Gresik
Project Description				Expected Beneficiaries	
Main Objectives	The commuter railway service development should be applied as soon as possible to other existing railway lines within 20km of Surabaya. After completion of this project, other railway services in the East Java region can be improved including long-distance passenger and freight services in Java Island.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Partially elevated structure between Ps. Turi – Kandangan – Sumari (7.32 km) Double tracking Electrification Total length : 26.56 km Cerme station access road development (1.27 km) Relocation of existing Duduk Sampayan station to Sumari and intermodal development with Sumari bus terminal (to be moved from Bunder terminal) 			Time Required for Completion	
				Preparatory	1 year
				Main Work	5 years
	Expected Years	2020			
Rationales	Relevance to GKS 2030 Visions		Related to Key Planning Issues		Relevance to Existing Policies
	Growth Center		Improvement of existing PT. KA Railway		Double Tracking of Java North Trunk Line
Private Sector Engagement	PPP ^{*2}		Communities Involvement ^{*2}		Other Parties ^{*2}
	B		C		C
External Supports	Technical Assistance ^{*2}		Financial Assistance ^{*2}		Other Supports ^{*2}
	B		B		C
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

Profile of Priority Project

^{*2}: Rated as - **A**: Must; **B**: Highly Required; **C**: Needed; **D**: Conditional; and **E**: Not Necessary

No. 50

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W6	Commuter Railway Development	TA,FA	20,773	Ministry of Transportation	PT. KA, Kab. Gresik & Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	In particular, the railway from Indro to Gresik, which is now used only for freight transport, will be revitalized for commuter train services. With the completion of this project, current railway line for freight would be revitalized for commuter service as well.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> • Partially elevated structure between Kandangan – Gresik (2.95 km) • Double tracking • Electrification • Total length : 12.63 km • Tambak Oso Wilangun station access road development (0.60 km) • Kandangan station access road development (0.30 km) • Indro station access road development (1.72 km) 			Time Required for Completion	
				Preparatory	1 year
				Main Work	5 years
	Expected Years	2020			
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Improvement of existing PT. KA Railway		Improvement of Commuter Service to Gresik	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	B	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project**: types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

Profile of Priority Project

^{*2:} Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

No. 51

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W7	Commuter Railway Development	TA,FA	17,557	Ministry of Transportation	PT. KA, Kab. Gresik & Kab. Lamongan
Project Description				Expected Beneficiaries	
Main Objectives	The commuter railway service development should be extended to cover transportation requirements between major cities in the GKS (i.e. within 40km of Surabaya).			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Whole at grade structure between Lamongan – Sumari. Double tracking Electrification Total length : 14.44 km 			Time Required for Completion	
				Preparatory	1 year
				Main Work	2 years
				Expected Years	2023
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Improvement of existing PT. KA Railway	Surabaya – Sumari Railway Development (W5)		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1:} **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2:} Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 52

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W8	Commuter Railway Development	TA,FA	21,398	Ministry of Transportation	PT. KA, Kab. Sidoarjo & Kota Mojokerto
Project Description				Expected Beneficiaries	
Main Objectives	The commuter railway service development should be extended to cover transportation requirements between major cities in the GKS (i.e. within 40km of Surabaya).			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> At grade structure between Krian – Mojokerto. Double tracking Electrification Total length : 19.21 km 			Time Required for Completion	
				Preparatory	1 year
				Main Work	2 years
				Expected Years	2023
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Improvement of existing PT. KA Railway		Surabaya – Krian Railway Development (W3)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	B	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 53

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W9	Commuter Railway Development	TA,FA	32,841	Ministry of Transportation	PT. KA, Kab. Sidoarjo & Kab. Pasuruan
Project Description				Expected Beneficiaries	
Main Objectives	The commuter railway service development should be extended to cover transportation requirements between major cities in the GKS (i.e. within 40km of Surabaya). This section particularly is being developed to detour around the mud flow.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> At grade structure between Sidoarjo – Bangil. Double tracking Electrification Total length : 33.40 km 			Time Required for Completion	
				Preparatory	1 year
				Main Work	2 years
				Expected Years	2023
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Improvement of existing PT. KA Railway	Surabaya – Sidoarjo Railway Development (W1)		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 54

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W10	Mass Rapid Transit Development	TA,FA	101,910	Ministry of Transportation	PT. KA & Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	To support the business and commercial activities in CBD (Central Business District) with an MRT system. Since the current railway runs peripheral to the CBD, a mass rapid transit (MRT) system would be ideal to serve central Surabaya, running in a north-south direction. The line will run from Wonokromo to Old Kota via Jl. Raya Darmo, Jl. Basuki Rahmat, Jl. Tunjungan, Jl. Pahlawan up to Jembatan Merah.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Underground structure between Wonokromo – Jembatan Merah. Total length : 8.00 km Direct operation with Surabaya - Sidoarjo commuter railway service at Wonokromo station. 			Time Required for Completion	
				Preparatory	1 year
				Main Work	6 years
				Expected Years	2023
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Public Transport Development		Surabaya – Sidoarjo Railway Development (W1)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	B	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 55

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W11	Mass Rapid Transit Development	TA.FA	193,930	Ministry of Transportation	PT. KA, Kab. Gresik & Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	This corridor should be served by a new MRT line that will be constructed as an underground railway between the ITS and end of the Jl. HR. Muhammad, for about 13km, after which it will continue on an elevated structure for about 11km along the new arterial road, serving as the core of the transit-oriented development (TOD).			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Underground structure (13 km) between ITS – HR.Mohammad Elevated structure (11 km) between Menganti – HR. Mohammad Transit-oriented development (TOD) around stations Total length : 24.00 km 			Time Required for Completion	
				Preparatory	1 year
				Main Work	6 years
	Expected Years	2026			
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Public Transport Development		Development of E-W corridor	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	B	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

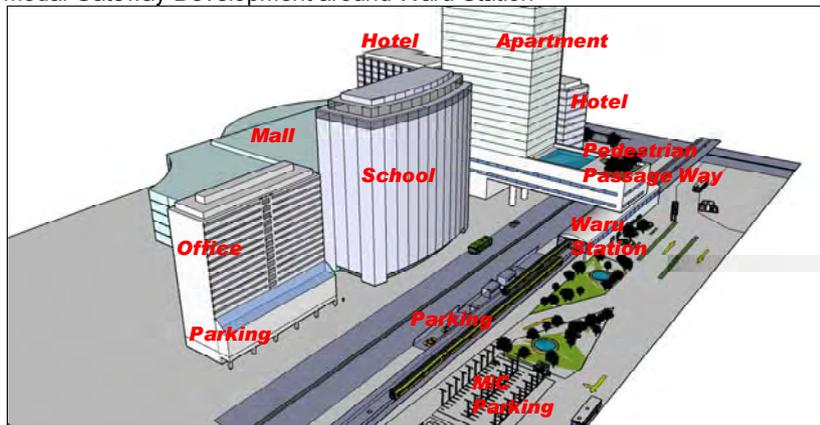
No. 56

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W12	Station Access Road and Intermodal Gateway Development	TA.FA	51,843 (access road development only)	PU Bina Marga Kota Surabaya, Kab. Gresik, Kab. Sidoarjo	Dep. Perhubungan, PT. KA, Dinas Perhubungan Kota Surabaya, Kab. Gresik, Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	To provide better access to railway stations To expand station squares and facilities for effective use by transfer passengers of buses and private vehicle users(e.g., park & ride), enhancing intermodality			GKS Citizen	
Sub-projects Components	<u>Station Access Road Development:</u> <ul style="list-style-type: none"> • Sidoarjo Line (Waru station) • Mojokerto Line (Sepanjang station) • Lamongan Line (Cerme station, Benowo station, Kandangan station) • Gresik Line (Indro station, Tambak Oso Wilangun station) <u>Intermodal Gateway Development</u> <ul style="list-style-type: none"> • Tambak Oso Wilangun station, Benowo station, Sepanjang station, Waru station 			Time Required for Completion	
				Preparatory	2 years
				Main Work	5 years
				Expected Years	2018
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Public Transport Improvement			
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	C	C	C		
Environmental Key Issue					

Profile of Priority Project

Railway Access Road in SMA and GKS												
											(unit: m, m2)	
No	Station Name	Kota/Kab	Existing	Length		Road			Bridge			
				m	km	Lane	ROW	Construction	Area(*1000)	Length	Width	Area
SMA5_1a	Tambak Osowilang	Surabaya	New Construction	300	0.300	2	10	10.0	3.0	5.0	10.0	100.0
5_1b	Tambak Osowilang	Surabaya	New Construction	300	0.300	2	10	10.0	3.0	5.0	10.0	100.0
5_2a	Kandangan	Surabaya	New Construction	270	0.270	4	18	18.0	4.9	5.0	18.0	324.0
5_2b	Kandangan	Surabaya	New Construction	30	0.030	4	18	18.0	0.5	0.0	18.0	324.0
5_3	Sidotopo	Surabaya	6.8	1,160	1.160	4	18	14.6	16.9	15.0	18.0	262.8
Sub Total				2,060	2.060	14.8	14.1	28.3	30.0	14.8	1,111	
GKS 5_4	Waru	Sidoarjo	6	2,960	2.960	4	18	15.0	44.4	30.0	18.0	270.0
5_5a	Sepanjang	Sidoarjo	6	660	0.660	4	18	15.0	9.9	10.0	18.0	270.0
5_5b	Sepanjang	Sidoarjo	6	700	0.700	4	18	15.0	10.5	10.0	18.0	270.0
5_5c	Sepanjang	Sidoarjo	6	980	0.980	4	18	15.0	14.7	15.0	18.0	270.0
5_6a	Cerme	Gresik	New Construction	525	0.525	2	10	10.0	5.3	10.0	10.0	100.0
5_6b	Cerme	Gresik	3	750	0.750	2	10	8.5	6.4	10.0	10.0	85.0
5_7	Indro	Gresik	3	1,725	1.725	4	18	16.5	28.5	20.0	18.0	297.0
Sub Total				8,300	8.300	15.7	13.6	119.6	105.0	15.7	1,562	

Example: Intermodal Gateway Development around Waru Station



GKS - ISP
 The Study on Formulation of Spatial Planning for GERBANGKERTOSUSILA Zone in East Java Province, Republic of Indonesia

LEGEND

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N

Project Location, Project Concept, Scheme, or Drawings

Notes:

- *1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- *2: Rated as – **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 57

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
W13	Railway Port Access Improvement	TA.FA		Dep. Perhubungan	PT. KA, PT. Pelindo III Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	For efficient railway freight transport, the existing railway freight terminals in Surabaya should be integrated into one station, that is, Kalimas. The land area of Kalimas Station has enough space for a new railway container freight marshaling yard.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Feasibility study Rehabilitation of the existing dedicated single-track freight railway track (port access) connecting Pasar Turi and Kalimas stations (and up to Tg. Perak Port) Study on elevated single track railway port access Freight handling facilities for Kalimas marshaling field Revitalization of the facility of Prapat Kurung Station in the Port Section 			Time Required for Completion	
				Preparatory	1 year
				Main Work	3 years
Expected Years	2015				
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Freight Transport Development	Tg. Perak Port Development		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	C	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

- ^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 58

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
B1	Bus Rapid Transit Development	TA.FA		Ministry of Transportation	Kota Surabaya & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	Bus rapid transit (BRT), which takes the centermost lane of the road, as a dedicated bus lane is an ideal mode of transport if the right-of-way (ROW) is wide enough. The commuter express bus provides speedy and comfortable transport services with limited stops.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Corridor development at Tambak Oso Wilangun, Sepanjang and Waru Station Separated Bus Lane Shelters Intermodal Facilities 			Time Required for Completion	
				Preparatory	1 year
				Main Work	3 years
				Expected Years	2015
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Public Transport Improvement		Bus Terminal and Railway Development	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	C		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings	<p>The map displays the proposed BRT Line route in blue, starting at the Tambak Oso Wilangun station (marked with a green circle) and extending south through Sepanjang to the Waru station (marked with a red circle). A legend in the center-left of the map identifies symbols for Existing Railway Station (red circle), Planned Railway Station (green circle), Existing Bus Terminal (yellow circle), and BRT Line (blue line). The background is a detailed street map of the region.</p>				

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

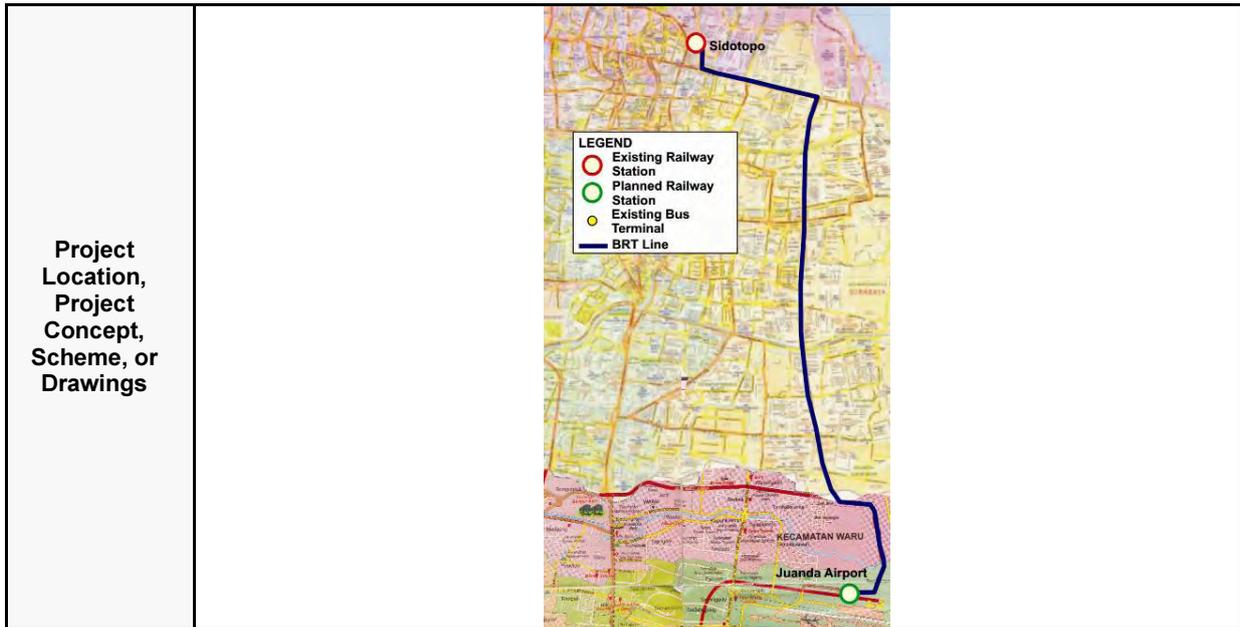
^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 59

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
B2	Bus Rapid Transit Development	TA.FA		Ministry of Transportation	Kota Surabaya & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	Bus rapid transit (BRT), which takes the centermost lane of the road, as a dedicated bus lane is an ideal mode of transport if the right-of-way (ROW) is wide enough. The commuter express bus provides speedy and comfortable transport services with limited stops. The commuter express bus provides speedy, comfortable transport services with limited stops.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Corridor development at Juanda Airport, Kenjeran, and Sidotopo. Separated Bus Lane Shelters Intermodal Facilities 			Time Required for Completion	
				Preparatory	1 year
				Main Work	3 years
				Expected Years	2015
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Public Transport Improvement		Surabaya – Sidoarjo Railway Development (W1)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	C		C	
Environmental Key Issue					

Profile of Priority Project



Notes:

- *1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- *2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 60

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
B3	Revision of Intercity Bus Transport	TA.FA		Dinas Perhubungan East Java Province	Dinas Perhubungan of each Kota/Kabupaten
Project Description				Expected Beneficiaries	
Main Objectives	Existing intra-provincial intercity (AKDP) network is essentially larger and more comprehensive than the planned commuter railway network. Therefore, the intercity bus services need to be maintained in future as well to complement the public transport network in GKS.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Feasibility study Improvement of Bus terminals integrated with railway and local bus transport services Development of Bangkalan shuttle service Study on new ferry (and AKDP) services connecting Gresik-Socah Study on a zone fare system and/or a common ticket system with local bus services 			Time Required for Completion	
				Preparatory	1 year
				Main Work	3 years
				Expected Years	2015
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Bus Transport Development	Ferry Transport Development		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	C	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 61

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
C1	Traffic Information System Development	TA.FA	29,000	Dinas Perhubungan Kota Surabaya	
Project Description				Expected Beneficiaries	
Main Objectives	Identification of bottlenecks responsible for traffic congestion using ITS technology, and the dispersal of traffic by guiding and regulating through optimal traffic signal control and the provision of traffic information is extremely important.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> • Installation of onboard devices in 5,000 probe cars (taxis) • Data transmission through existing GPS/GPRS system • Installation of variable message signboard (SMS) • Establishment of traffic information center • Remuneration for operators • Integration with traffic signal systems (ACTS) • Target year for basic traffic information system: 2014 • Target year for advanced traffic information system: 2016 			Time Required for Completion	
				Preparatory	2 year
				Main Work	4 years
Expected Years	2016				
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Traffic Management	ACTS Development		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	C	C		
Environmental Key Issue	Nothing in particular				
Project Location, Project Concept, Scheme, or Drawings	<p>Source: Study on Development of Traffic Information System Aided by Probe Car on Arterial Road Network in Jakarta in the Republic of Indonesia”(JETRO, 2007)</p>				

Notes:

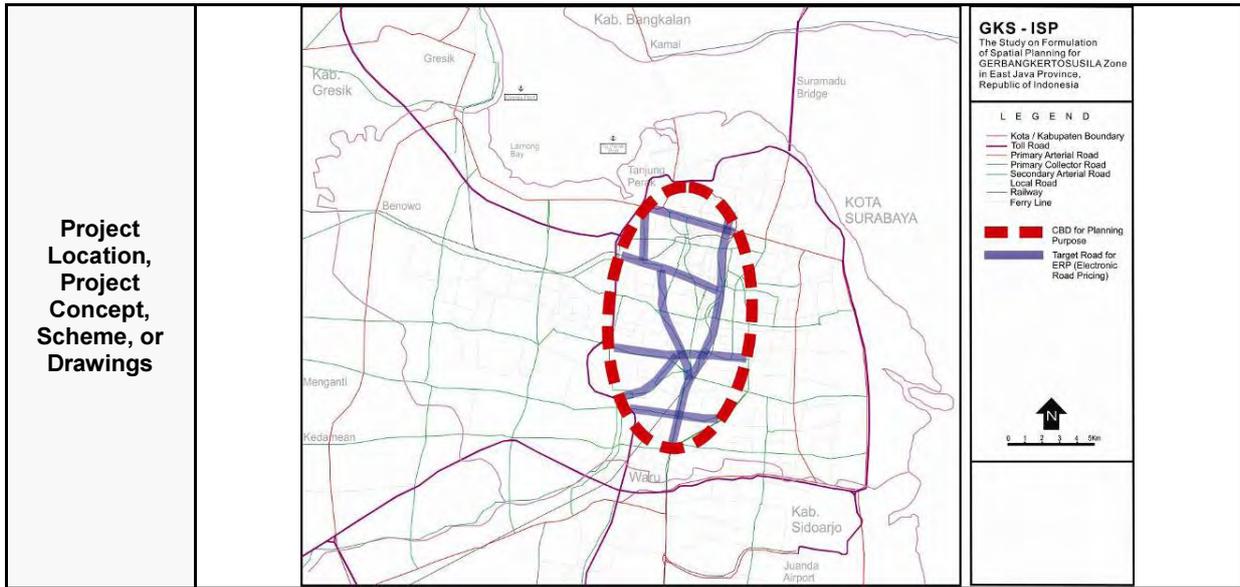
- ^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 62

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
C2	Traffic Demand Management for Surabaya	TA.FA	144,000	Dinas Perhubungan Kota Surabaya	
Project Description				Expected Beneficiaries	
Main Objectives	Road pricing is currently discussed for Jakarta metropolitan area for implementation in the form of electronic road pricing (ERP), and ERP should eventually be applied in Surabaya in the long term as well for more direct traffic demand management.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> • Feasibility study • Products (lane server, roadside antenna, license plate scanning camera and processor, CCTV camera, etc.) • Control center system installation • Roadside equipment installation • OBU (onboard unit) registration terminal • Technical assistance, design, construction supervision 			Time Required for Completion	
				Preparatory	2 years
				Main Work	3 years
				Expected Years	2021
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Traffic Management	Public Transport Development		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	C	C		
Environmental Key Issue	1) quick response to the EIA procedures 2) planning and implementation of environmental mitigation measures 3) planning and implementation of environmental monitoring 4) planning and implementation of construction plan				

Profile of Priority Project



Notes:

- *1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- *2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 63

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
C3	Bus Priority Measures in Surabaya	TA.FA		Dinas Perhubungan Kota Surabaya	PT. Damri & other bus operators
Project Description				Expected Beneficiaries	
Main Objectives	From the viewpoint of safer and more orderly traffic, current regulation of separating motorcycles and public transport from other private automobiles needs to be maintained. This regulation becomes more effective if this regulation is applied to more continuous road sections. Hence, extension of the target roads needs to be considered to improve bus operation.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Expansion/extension of bus (and motorcycle) priority lanes Bus priority signal Exemption of buses from turning restriction Bus location system Various discount fare systems Public relations 			Time Required for Completion	
				Preparatory	1 year
				Main Work	1 year
Expected Years	2013				
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Traffic Management / Public Transport Improvement	Development of Jl. A. Yani (frontage roads)		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	C	C		
Environmental Key Issue	Nothing in particular				
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 64

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
C4	Development of Area Traffic Control System in Surabaya	TA.FA	Approx. 200,000	Dinas Perhubungan Kota Surabaya	
Project Description				Expected Beneficiaries	
Main Objectives	<ul style="list-style-type: none"> - To improve efficiency of signal control - To alleviate congestion at bottlenecks - To collect and disseminate traffic information 			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> • Out of the 131 intersections in Kota Surabaya, 40 intersections are signalized with Area Traffic Control System (ATCS) installed in the 1990s, and 41 are signalized without ATCS. • Installation of ATCS at more than 100 intersections with 22 sub-areas for responsive and adaptive control using vehicle detectors and for efficient signal control • Monitoring the traffic via digital CCTV installed at each signalized intersection • Establishment of a Traffic Management Center 			Time Required for Completion	
				Preparatory	1 year
				Main Work	1 year
				Expected Years	2013
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Traffic Management	Traffic Information System Development		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	C	C		
Environmental Key Issue	Nothing in particular				
Project Location, Project Concept, Scheme, or Drawings	<p>GKS - ISP The Study on Formulation of Spatial Planning for GRESIK-SURABAYA-BOJONEgara & Zone in East Java Province, Republic of Indonesia</p> <p>LEGEND</p> <ul style="list-style-type: none"> --- Kota / Kabupaten Boundary — Toll Road — Toll Road (under construction) — National Road — Provincial Road — Other Road / Local Road — Railway — River ● Kec. Bubutan ● Kec. Simokerto ● Kec. Genteng ● Kec. Wajidiyasa ● Kec. Gubeng ● Kec. Wonomas ● Kec. Tegayutan ● Kec. Krembangan ● Kec. Pabean Cantikan ● Kec. Tandes ● Kec. Gubeng ● Kec. Asemjaya ● Kec. Semampir ● Kec. Cukomanunggal ● Kec. Dukuh Paksi ● Kec. Karangasem ● Kec. Tenggiling ● Kec. Rungkut ● Kec. Sukolilo ● Kec. Suroboyo ● Kec. Tambaksari ● Kec. Wiyung ● Existing CCTV <p>Figure 5.1.10 Planned ATCS System in Surabaya (Source: Dinas Perhubungan Kota Surabaya)</p>				

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 65

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
A1	Juanda Airport Second Runway Development	TA.FA		Dinas Perhubungan East Java Province	Dep. Perhubungan, Angkasa Pura I, Kabupaten Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	In the "Master Plan Study on the Strategic Policy of the Air Transport Sector in the Republic of Indonesia" (JICA, 2004), it has been proposed that Angkasa Pura I examine the feasibility of land acquisition for the second runway that would be required after 2025.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Feasibility study on development of a second runway under the PPP (Public Private Partnership) scheme. Study and design to minimize the environmental impact such as an on-pile structure. 			Time Required for Completion	
				Preparatory	2 years
				Main Work	5 years
				Expected Years	2018
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Airport Development (increasing capacity)	Juanda Airport Railway Link Development		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	B	C		
Environmental Key Issue	Environmental study on the relocation of residents for land acquisition and the influence on the mangrove area on the east coast is necessary.				
Project Location, Project Concept, Scheme, or Drawings	<p>GKS - ISP The Study on Formulation of Spatial Planning for DEKAWANGKAT (DUSILA) Zone in East Java Province, Republic of Indonesia</p> <p>Second Runway Plan in Juanda International Airport</p> <p>Legend: Current Land Use for Juanda International Airport Planned Land Use for Juanda International Airport, Development of 2nd runway</p>				

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

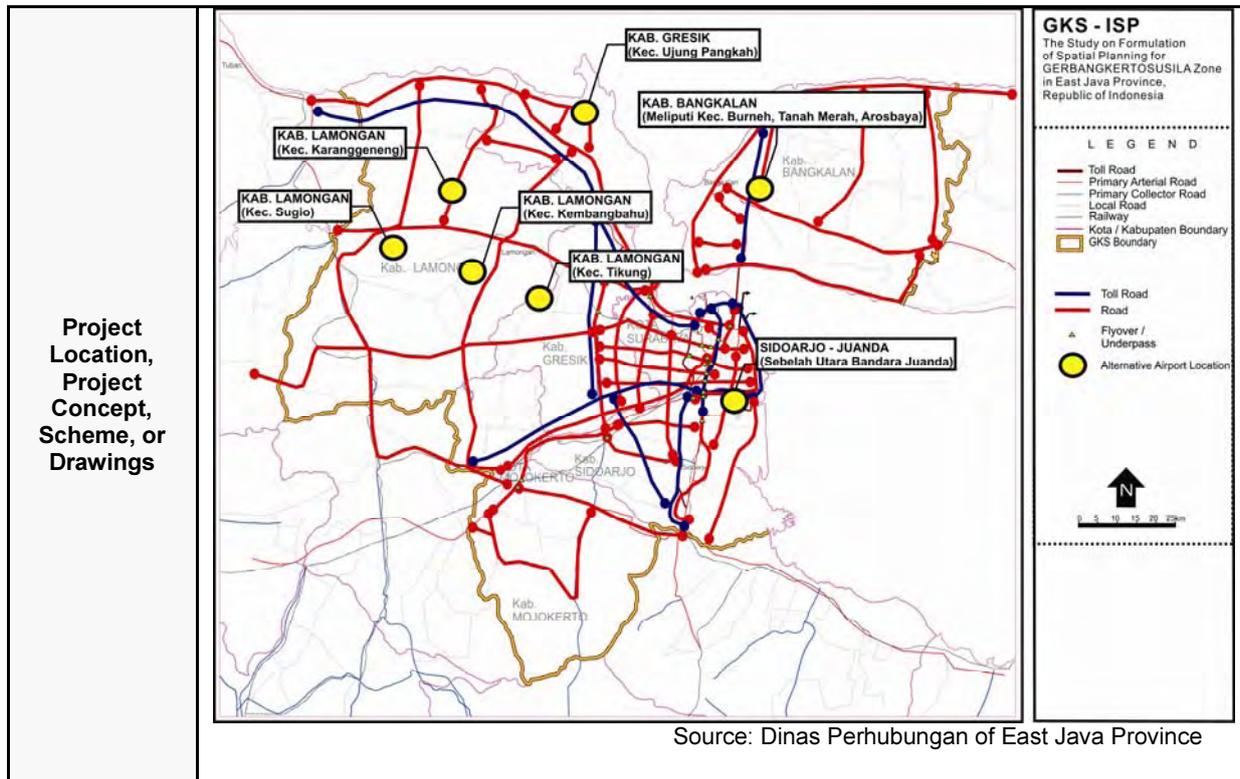
^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 66

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
A2	Second Airport Development in GKS	TA.FA		Dinas Perhubungan East Java Province	Dep. Perhubungan, Angkasa Pura I, Kabupaten Lamongan or Gresik
Project Description				Expected Beneficiaries	
Main Objectives	Development of a new airport has also been considered by East Java Province with several alternative locations.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Feasibility study on development of a second airport under the PPP (Public Private Partnership) scheme to give priorities to alternative locations in order to deal with the ever increasing air transportation demand. At least 3,000 ha of necessary available space in Kabupaten Gresik or in Kabupaten Lamongan. Data collection regarding present conditions including not only field surveys but also origin-destination (OD) and opinion surveys 			Time Required for Completion	
				Preparatory	5 years
				Main Work	7 years
				Expected Years	2022
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	New Airport Development	Airport Access Road Development		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	B	C		
Environmental Key Issue	Alternatives need to be compared and evaluated not only from an economic, or financial, perspective but also from various essential aspects, including accessibility by land transport and environmental evaluation.				

Profile of Priority Project



Notes:

- *1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
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Profile of Priority Project

No. 67

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Yen)	Executing Agencies	Relevant Agencies
P1	Tg. Bulu Pandan Port Development	TA,FA		Dinas Perhubungan East Java Province	Dep. Perhubungan, PT. Pelindo III, Kabupaten Bangkalan
Project Description				Expected Beneficiaries	
Main Objectives	Though development of Tg. Bulu Pandan port has been legalized by the Presidential Decree, further study is necessary to make new strategic solution regarding the obstacles to the port.			GKS Citizen	
Sub-projects Components	<ul style="list-style-type: none"> Review of the port development plan in GKS Feasibility study on development and operate Tg. Bulu Pandan port under the PPP (Public Private Partnership) scheme. Combined development of the port and industrial estates as hinterland 			Time Required for Completion	
				Preparatory	2 years
				Main Work	5 years
	Expected Years	2018			
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	International Port Development	Port Access Road Development (R8st, R6at, R6a), Lamong Bay Port Development		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	A	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	B	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings	 <p>Source: JICA Study (Nov. 2007)</p>				

Notes:

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^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary